

SPIT AND POLISH

OFFICIAL NEWS BULLETIN OF AND FOR
THE



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HUNTERS HILL, N.S.W.

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EDITORIAL NOTES

Last Month's monthly meeting held on Tuesday 28th, April was a landmark in the Club's history, for it was preceded by an Extraordinary Meeting to discuss two important matters viz. the admission of Associate Members and that of changing the name of the Club. Quite a long discussion took place concerning Associate Members, and the majority of those attending were in agreement of the Club accepting Associate Members and the main discussion centered round the privileges or otherwise of these Associates.

Finally it was agreed that Associate Members be accepted, with voting rights on all matters except those that concerned the Constitution of The Club and of course they would not be eligible to hold office.

Joining fees and other details were to be ironed out by the Management Committee and presented to Members at a later date. At the conclusion of the meeting several visitors who were present made application for admission as Associates.

As mentioned in a previous Bulletin all Veteran Car Clubs in The Commonwealth of Australia are turning their attention to re-naming their Clubs to the one common name viz.: The Veteran Car Club of Australia, affixed by the State where they reside. In the case of this Club it will be known in future as "THE VETERAN CAR CLUB OF AUSTRALIA (N.S.W.)" this was agreed to by majority vote without any discussion. It therefore only requires all the other States to do likewise and this large body of Australian Veteran enthusiasts can become affiliated with The Veteran Car Club of Great Britain. This undoubtedly will fill a long felt want and also enhance the prestige of all Clubs in Australia.

The New South Wales Club has, I believe, been the first to make this important decision (I may stand corrected in this). I particularly mention this because Overseas Publications in the past have suggested that N.S.W. was the stumbling block.

News has reached the Editor that the 16mm colour and sound film that was presented to The Veteran Car Club of Great Britain, called "Veteran Cars in Australia" was shown to the Members of Great Britain for the first time at the Annual General Meeting in February last. It was received with great interest and enthusiasm. One Member who had seen it wrote the Editor saying it was "terrific". It has since been sent out for viewing to the various Sections of the Club in Britain.

SPIT AND POLISH which is 12 months old this month was the Editor's "Baby" from scratch, and it has been his chief aim to present the Magazine each month with an impartial and sincere desire to further the interests of the Club and it's members, and also, to bring it's deeds and aims before the Notice of all Interstate Veteran enthusiasts, as well as the great and highly esteemed Clubs in other parts of the World.

The Editor thanks all those who sent articles and photographs during this first year, but his work would have been much easier if more support had been forthcoming from ALL Members. He reiterates that if SPIT AND POLISH is to continue to "shinethe light", then both Members and Officers alike must give more assistance to the new Editor who ever he may be.

To you Mr. President and all your Officers this Magazine thanks you on behalf of it's readers for the great amount of time and effort (all for free) that you have put into the guidance and advancement of this fine Club, and finally to you Sirs, Messrs. H.C. Sleigh Pty. Ltd. a very warm and sincere thanks for your support, without which our 1959-1960 Rallies could not have been the great success they were to both Members and the Public alike.

E V E N T S

A large number of Veteran Cars belonging to Members of The Veteran Car Club of Australia (N.S.W.) took part in a monster procession on Saturday 23rd April last to celebrate the 50th anniversary of the founding of The Motor Traders' Association in New South Wales. It was possibly the longest motor procession ever seen in the streets of Sydney. All cars were lined up in Centennial Park in their order and the Veterans that led the procession were headed by a large decorated float with Mr. Keeth Lober's curved dash Oldsmobile on top with a number of Sydney's "lovelies" and loud speakers, then heading the procession under it's own power was Mr. Laurie O'Neil in his beautifully restored Curved Dash Oldsmobile followed by Mr. and Mrs. Len Masser in their so well known De Dion Bouton and so on down a long line to where the Vintage cars took over and finally the procession ended in the latest 1960 model. There being no bands and marching girls the procession took on a leisurely 10 m.p.h. which suited the Veterans who in most cases were able to do the entire journey in top gear.

LADIES' DAY AT ST. IVES

This event was blessed by lovely sunshine, lots of pretty ladies, happy children and numbers of shining Veteran cars, and those who were unable to attend missed a treat. After a barbecue lunch there was all kinds of fun and games for the ladies and children who thoroughly enjoyed themselves. A number of the male Members took delight in driving each others cars, and no doubt each one thought he was giving the other one an opportunity to drive a perfect Veteran. As usual, that 100 miles from Newcastle did not deter a good roll up from that City, we take our hats off to you. Mr. George Green who is always thinking up something new and interesting took 16 mm colour movie films of various Members starting up their Veteran cars, this will be carried on at later events, and when the film is completed it will be shown on the screen at the Club Rooms, what a novel idea for a cold start.

THE PRESIDENT'S MESSAGE

With this issue of SPIT AND POLISH (Vol. I. No.11) your Magazine completes its first year of publication, one number not being published due to illness of the Editor.

When we look back at the Club before our Magazine was an accomplished fact, the great gap that existed then becomes apparent. All of us look forward to the arrival each month of our own magazine that tells exclusively of the doings of our own Club and our own Members.

Quite a number of Members keep the issues together in springback folders which I feel is an excellent idea. I would like to place on record our appreciation to the Editor, Larry Leresche for the fine work he has done and to wish the magazine every best wish for the future.

Elections now loom large and nominations must be in the hands of the Secretary not later than Thursday 19th May 1960. It behoves all financial Members to exercise the right to vote and to submit nominations for office in the Club. Don't be afraid of hurting anyone's feelings by submitting nominations - the present office holders are "old Campaigners" as it were, and whilst they would appreciate an expression of confidence in them there will be no hard feelings if they are unsuccessful at the polls or fail for lack of nomination.

If a good job has been done give them a pat on the back - that can also help a lot. Do what you think is right and in the long run the Club will be the better and stronger for it.

Alan Rose-Bray
President, The Veteran Car Club of Australia, (N.S.W.)

LETTERS FROM READERS

The opinions expressed are those of the writers, with which the Club does not necessarily agree.

The Editor, SPIT AND POLISH.

Sir,--From your issue for April and the programme for the Blue Mountains Rally I note that Mr. Perdriau still claims that his LeZebre was made in 1908. Now there is a heap of evidence that the makers of the Le Zebre car, which was known in England simply as the Zebra, did not come into existence until 1910 and that they did not introduce their single-cylinder model until the end of 1912. The following sets out that evidence.

"The World's Automobiles" by G.R.Doyle. Ste. Anonyme Le Zebre--110 Rue Carnot, Suresnes, and Puteaux (Seine) 1910 to between 1931 and 1935.

"Motor Sport" August 1946, page 180. An article by Kent Karslake on single-cylinder engines, in which the history of the Le Zebre company is set out. He quotes a statement by the Chairman of the Company, M.Baudry de Saunier, that it was founded in 1910. The article also says that the 6 h.p. Le Zebre was current from 1910 to 1917.

"Edwardian Cars" by Ernest Carter. List in back shows 6 h.p. Zebra, 88 x 106, current in 1913 and 1914. This list was compiled from "The Autocar Buyers Guide."

"The Autocar" November 2nd, 1912, advertisements supplement, page 1xvii. Picture of car very much like Mr. Perdriau's, referred to as "New Model".

"The Autocar Buyers' Guide". No reference to Zebra cars for 1911 or 1912, but will be found in cars for 1913. See page 814 of the issue for November 12th, 1912.

"Old Cars The World Over" by Elizabeth Nagle, with technical data by Dennis Field, Chairman of the Dating Committee of The V.C.C. of G.B. Quotes model as current from 1912 to 1914. See plate 69.

All the sources of information which give 1912 or 1913 as the year of introduction of this model are English and it may be possible that this was the year it appeared in England, having been current since 1910 in France.

But one thing is quite certain - the Manufacturers did not exist until 1910.

Can Mr. Perdriau produce any documentary evidence that his car is earlier than 1912?

Trusting that this letter will be accepted in the spirit in which it is intended.

Box 131,
Mount Gambier. S.A.

Yours faithfully,
G.H. Brooks, Editor,
The Veteran Car in South Australia.

Editor's Notes:- This kind of correspondence is always welcome especially from one who has made such a study of Veteran Cars as Mr. George Brooks has.

The first two references he quotes from R.G. Doyle and Kent Karslake are yardsticks that the Veteran Movement of the World looks to and accepts, but would point out that the last reference given, that of "Old Cars The World Over" plate 69 has no bearing on Mr. Barry Perdriau car at all, this Norwegian-owned Le Zebre car is of much later date, it has a 4 cylinder monoblock engine and electric lighting system and later style radiator and body.

The Editor understands that this car was imported by Mr. Mark Foy Sen. from France in 1910 and was in regular use as a family car until after the first World War. It was first sighted by Mr. Perdriau at Medlow Bath in 1947, the Mountain home of Mr. Foy, and it was not till after Mr. Foy's death that it was purchased from the estate in 1950.

The Editor, SPIT AND POLISH.

Dear Larry,--As promised to you last evening, hereunder is a list of "BUICK" serial numbers for the cars produced by the Buick Motor Co., U.S.A., from its inception in 1904 to March 1914. These figures are quoted from a thirtytwo (32) page advertisement inserted by the Company in "THE MOTOR" vol. XXV, No. 644 dated 21st April 1914. (over)

(4)

	<u>Year</u>		<u>Serial Nos.</u>	
-----	31. 12. 1904		0	----- 37
1. 1. 1905	----- 31. 12. 1905		38	----- 787
1. 1. 1906	----- 31. 12. 1906		788	2,188
1. 1. 1907	31. 12. 1907		2,189	6,830
1. 1. 1908	31. 12. 1908		6,831	15,651
1. 1. 1909	31. 12. 1909		15,652	31,258
1. 1. 1910	31. 12. 1910		31,259	51,784
1. 1. 1911	31. 12. 1911		51,785	72,174
1. 1. 1912	31. 12. 1912		72,175	94,225
1. 1. 1913	31. 12. 1913		94,226	121,226
1. 1. 1914	31. 12. 1914		121,227	156,227

49 Blake Street,
Dover Heights, N.S.W.

Yours sincerely,
George A. Roberts.

The Editor, SPIT AND POLISH.

Dear Larry,

Thank you very much for the excellent plug you gave our Society on the front page of SPIT AND POLISH. Evidently the typist made a mistake which I would appreciate very much if you would correct.

The AACA's present circulation of its publication is 13,000 while its membership is 10,000. Your fine story indicates it was 2,000.

Thanks a lot for your past correspondence and for serving as our representative in the "land down under".

46 Perry Street,
New York 14. N.Y.
United States of America.

Sincerely,
L. Scott Bailey, Editor.
"The Antique Automobile".

The Editor has a very high regard, as do all of us for the Americans, and we all know how touchy they are regarding heights, speeds, lengths of this that and another, and particularly sizes and numbers, so it was a dreadful faux pas to make in publishing in the February issue of SPIT AND POLISH 2,000 instead of 10,000 as being the membership of The Antique Automobile Club of America, as he is one of the 10,000 he should have known better.

He is his own typist so can't pass it on, and the only excuse he has is that he is overworked and underpaid, sorry Scott, it will not happen again.

EVENTS COMMITTEE REPORT

Our Annual General Meeting on Thursday the 26th May, brings to a close another year of our Club's activities.

The Events Committee would like to thank all those Club Members who through the year supported the various events, and a special message to the Newcastle boys for their support.

On looking back over the year and taking an analysis of the support given to events it is difficult to form an opinion of what Members are looking for in outings, we have over 80 mobile cars in the Club and on sponsored events there is quite a good turn up, on our unsponsored events the roll up is usually disappointing - Why? - nobody seems to be able to answer this.

In the coming year whoever is going to be our events committee would they please get together on this problem and try to solve it.

In conclusion, one of the Club's aims in its events is to support charity, especially any children's cause. We feel that over the past year we have failed in fulfilling this clause. In the coming year we should bear this in mind and we suggest make a special day for any unfortunate handicapped children.

It is true individual Members have supported charitable events, and congratulations to them for their fine action, but we as a Club have not.

Your Events Committee,

George W. Green. Chairman.
Ken. Moss. A. Frost.

NOTES AND NEWS

Mr. and Mrs. Adrian Garratt who have been away in England for some time, will be returning to Australia about the time this Bulletin goes to press.

Their two Veteran cars, the very lovely little 1940 Austin belonging to Sandra and the 1907 Rolls Royce owned by Adrian have been seen in a number of rallies and Club outings during their absence, but now that they are back in Sydney we all look forward to seeing them in person at future events.

We are sorry to learn that Mrs. C.B. Bryson's father is seriously ill in War Memorial Hospital - the latest report is that he is now showing slight improvement and we sincerely hope that this condition will continue.

It is understood that the Cadillac enthusiast, Ken Moss, has acquired a single cylinder Cadillac engine and anyone knowing of the 75% balance of such a car would be very popular. Ken has also recently purchased a third circle mould, which when installed at his retreading works, will be able to handle a number of veteran-size tyres. This should fill a long-felt want and Moss Bros. are to be congratulated on their enterprise.

FOR SALE - OR WANTED

An almost mint condition RADIATOR for Veteran F.I.A.T. was advertised in a recent issue of Spit and Polish. The price of £4. is its value as scrap and if it is not taken up by someone quite soon, the owner intends to pass it over to a scrap dealer. Don't let this happen, as it must be invaluable to some member. Interstate Clubs please note. Contact:

Ray Hill,
20 Bettington Road,
DUNDAS. N.S.W.

FOR SALE - I.H.C. BUGGY (Utility Body) 1912 water-cooled motor. This car is complete with original hood, lamps and all I.H.C. fittings. A new magneto has been fitted, but original is available as a spare. This car is in running order. Contact:

L. Nichols,
3 Webb Street,
EAST GOSFORD. N.S.W.

FOR SALE - 4 steel 19 inch Sankey wheels -- 5/- each
4 30 x 3½ non-detachable rims -- 5/- "
4 30 x 3½ detachable rims -- 5/- "
1 only 9 h.p. twin Renault engine
and gearbox - about 1908 -- £12/10/-

Contact :

A.G. Leresche,
26 Madeline Street,
HUNTERS HILL. N.S.W.

WANTED - 1 Square tail-light suitable for a Brass Radiator Model T. Ford.
Contact:

Victor Jacobs,
C/o Broadway Motors,
184 Broadway,
SYDNEY.

The following is taken from the "Gazette" published by the Veteran Car Club of Great Britain, Spring 1960 issue:-

ODE TO A HOLLOW MOCKERY

Polish, polish, polish,
Rub it bright and clean.
(The lamps before their treatment
Were the dirtiest ever seen!)

"Why should one", I enquired of Pa,
On polishing madly bent,
"Clean lamps to decorate the car
When their insides are spent?
They were acetylene, but now
They're merely ornament."

But then one day a use appeared
For those gleaming lamps so rare,
Inside we place our bottled beer
To keep cool in the air.

SLAVE OF THE LAMP.

STOP PRESS

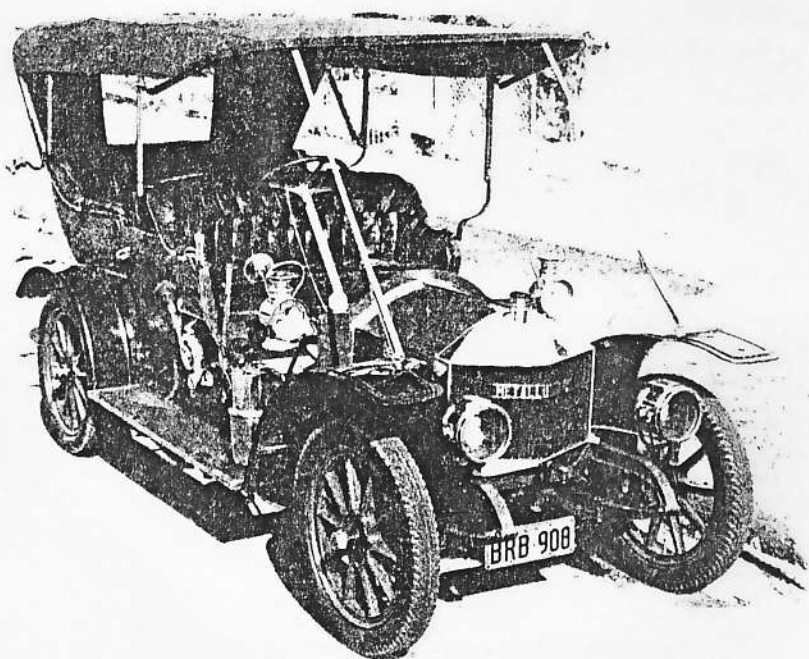
Over 50 members and friends attended the last social run of the 1959-1960 season. This was held on Sunday, 15th May, and the run was made to Palm Lodge Motel, Camden, where an excellent lunch was enjoyed by all, interspersed with the usual chatter about veteran cars etc. Although it was a windy day, the sun was most enjoyable and even those who ventured out in veteran cars did not seem to find the cold wind too unpleasant. A nice finish to the year's Events Calendar, and thanks to the Events Committee for arranging the locale.

Editor's Notes:- The Events Committee no doubt made all arrangements in advance regarding charges for the luncheon, it was therefore rather surprising to find that the Motel Management thought fit to add a further surcharge for Sunday service. Certainly only a small amount but it was a bit of sharp practice which will do them no good in the future.

FOR SALE

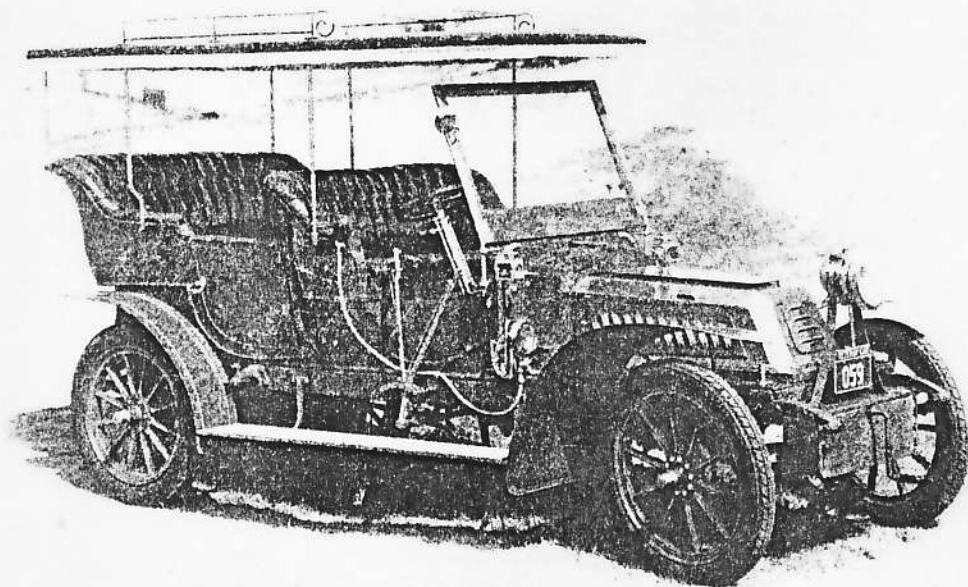
1911 model T Ford roadster, complete in every detail and in first class running order.

Contact:
C.P.L. Mort,
2 McBride Avenue,
Hunters Hill.



1909 4-cylinder 18 h.p. Metallurgique owned by J.Vanstone. This car has been well restored and beautifully finished by the owner himself.

It won Concours honours for N.S.W. in the Centenary Rally in Queensland in 1959, and took first place for the Concours d'Etat in the 1960 Blue Mountains Rally winning the Trophy presented by Alan & Doug. Rose-Bray. The car was originally owned by Mr. Benjamin Gowing of Bega, N.S.W. and was in constant use as a family car up to the 20's after which it was used as a farm utility for some time.



This 1905 4-cylinder De Dion touring car is one of many owned by Mr. George Green. The Body work which is a particularly good example of the period is finished in dark green and both the finish and striping are an excellent example of what a Veteran car should look like. Mr. Green undertook the mechanical restoration himself and while doing so discovered that the crank shaft had the Factory stamp on it, January 1905, therefore precluding it as a true Veteran by one month. It has won a number of honours.